banks, Government is considering to introduce an "Investment Promotional Scheme for Development of non-forest wastslands." This scheme is expected to promote/attract/channelise/mobilise resources from financial institutions, corporate bodies including user-industries and other entrepreneurs for developing wastelands in non-forest areas belonging to the individual farmers, community, institutions, Government agencies. Under this scheme tde National Wastelands Development Board will provide a grant of upto 25% of the cost of a project for the development of non-forest wastelands or upto Rs. 25 lakhs per project whichever is less provided the project is cleared for financing by the banks/financial institutions.

(c) No specific proposals have so far been identified for Andhra Pradesh for the involvement of corporate sector.

*214. [*Transferred to 22nd December, 1993.*]

Operation of Nagpur-Delhi-Nagpur flights

*215. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) by when the Nagpur-Delhi-Nagpur flight is likely to be made daily;

(b) what is the reason for not running those flights daily; and

(c) whether such a demand is being consistently made by the people's representatives?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Indian Airlines is not yet in a position to operate daily service between Nagpur and Delhi due to commercial and operational reasons.

(c) Yes, Sir.

216. *Transferred to 20th December 1993.*]

Operation of Flight from Ahmedabad to Nairobi

*217. SHRIMATI URMILABEN CHIMANBHAI PATEL:

SHRI ANANTRAY DEVSHANKER DAVE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that after the commissioning of the new international airport at Ahmedabad, international flights were started and that AHMEDABAD-NAIROBI flight would start from Ahmedabad;

(b) if so, the reasons for not starting the flight so far;

(c) whether one flight of AHMEDABAD-NAIROBI is likely to be extended to AHMEDABAD - BOMBAY - NAIROBI-BOMBAY-AHMEDABAD sector and that the State Government has already represented in the matter; and

(d) the decision taken by the Central Government in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Direct International flights from Ahmedabad including the flight to Nairobi were not found feasible due to inadequate traffic. However, Air India operates two connecting flights a week from Ahmedabad to New York and London via Delhi and Bombay.

(c) and (d) There has been a demand for operations to Nairobi from Ahmedabad. Due to low traffic potential, the proposed service has not been found commercially viable so far.

Fast Breeder Reactor Operations at Kalpakkam

*218. SHRI S. MADHAVAN: Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that the Fast Breeder Test Reactor at Indira Gandhi Centre for Atomic Research, Kalpakkam, has completed the eight megawatt operation;

(b) whether any steps are being taken to give clearance for 10.5 Megawatt operation; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE AND MINISTER OF STATE IN THE DEPARTMENT OF ATOMIC ENERGY AND SPACE WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI BHUVNESH CHATURVEDI): (a) Yes, Sir. The Fast Breeder Test Reactor at Kalpakkam has completed the 8 MWt. operation successfully.

(b) and (c) The Atomic Energy Regulatory Board has given clearance in November 1993 for operation of the reactor at 10.5 MWt.

Power Generation Through Co-Generation Scheme

*219. SHRI KRISHNA KUMAR BIRLA:

SHRI KRISHAN LAL SHARMA:

Will the PRIME MINISTER be pleased to state:

(a) whether it is a fact that Government are considering a proposal for co-generation as an additional source for industries like Sugar, etc. where steam is used in large quantities for processing;

(b) if so, the details thereof;

(c) what is the co-generation potential for producing power in the industry;

(d) what hurdles Government anticipate in achieving this objective; and

(e) what steps Government propose to take to romove these hurdles?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b) Yes, Sir. The Ministry of Non-Conventional Energy Sources has identified biomass based co-gennration, particularly in the sugar industry, as a thrust area for generation of power. A capacity addition of upto 300 MW is envisaged during the Eighth Plan period.

(c) The Task Force constituted by the Ministry has estimated a potential of about 3500 MW surplus power generation based on co-generation in the sugar industry.

(d) The major hurdles could be the lack of suitable policies and incentives for grid inter-connection and acceptance of the surplus power on the State grids, and the paucity of surplus financial resources with the sugar industry for carrying out the necessary modifications in the plant and equipment.

(e) A National Programme is proposed to be launched by the Ministry to promote bagasse based co-generation. The possibility of obtaining support from the Asian Development Bank is also being explored. In addition, the Ministry has requested the State Governments to introduce suitable fiscal and promotional incentives to encourage generation of power through non-conventional energy sources, including biomass based co-generation.

Recession in India's aviation industry

*220. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that there is a continued recession in India's aviation industry; and

(b) if so, what steps Government propose to take to ensure the viability of Indian Airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) During 1989-90 and 1990-91, the domestic traffic declined. It picked up in 1991-92, but again declined in 1992-93. In the current year, traffic is showing signs of recovery, but is still low. The slow growth in traffic is adversely affecting viability of the air transport industry including Indian Airlines. Government are considering various proposals to provide relief. The proposals include reduction in the price of Aviation